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 in Bulgaria

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1. A Soviet railroad mission, consisting of four officers and one civilian and headed by Colonel-of-railroad troops, Engineer-Professor A.A. Kustalev, arrived by naval hydroplane at Burgas on 4 January 1949 from Odessa.
2. The purpose of this mission, which is to stay two to three weeks in Bulgaria before leaving for Rumania and Hungary, is to examine the capacity of the railroads and to introduce the Lenin system.
3. Fundamentally, the Lenin system involves the employment of a team of three engineer-mechanics per locomotive, the team (Parovoznyia Druzhiny) being responsible for the running and maintenance of the locomotives (in the engine yard) and for carrying out all repairs enroute. Each member of the team is required to sign an affidavit as to the state of the locomotive before it leaves the sheds. This system, devised by Nikolai Lunin, an engineer on the Tomsk (Siberia) railroad, is stated to have yielded excellent results on the Soviet railroads, particularly in regard to freight traffic.
4. The first of the satellite states to adopt the Lenin system were Poland and Czechoslovakia which in November 1948 sent teams to the USSR for instruction. Requests were made early in December 1948 by Bulgaria, Rumania and Yugoslavia for a mission to be sent from USSR to examine the application of the system to their railroads.
5. The mission may subsequently visit Yugoslavia and Albania where it has expressed a desire to inspect the recently inaugurated Albanian engineer-mechanics school.
6. The Soviets have asked Bulgaria to accelerate construction of the Orehovo - Vratsa railroad, scheduled for completion at the beginning of 1950. With the completion of this railroad, Orehovo will be able to take over much of the traffic at present congesting the ports of Lom and Ruse.

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